Welcome

The Chicago Transit Authority (CTA), Chicago Department of Transportation (CDOT), and Department of Housing and Economic Development (DHED) are in the process of adopting a broad vision for Bus Rapid Transit (BRT) on these corridors. Additional technical analysis will be performed in the future.

The purpose of this open house is to:

- Present updates on the ongoing Alternatives Analysis process and share results of the second phase of analysis.
- Provide additional information to the public about the project.
- Solicit feedback from the community on the project.

This meeting is a continuation of the public outreach efforts that began in June 2012.

An Alternatives Analysis is a study of the potential impacts of the various project options. Each option or "alternative" includes different features and service plans.

How to Participate Today

1. Sign In
2. Attend the background presentation
   - Starting approximately every 20 minutes
3. Review exhibit boards
   - BRT and Project Background
   - Phase II Results
4. Talk to a CTA or City of Chicago representative at a station
5. Fill out a comment card
6. Request assistance, if needed

Project Partners

cta Chicago Transit Authority

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

Chicago Department of HOUSING and ECONOMIC DEVELOPMENT

ILLINOIS MEDICAL DISTRICT COMMISSION

THE CHICAGO COMMUNITY TRUST AND AFFILIATES

ACTIVE TRANSPORTATION ALLIANCE

ITDP Institute for Transportation & Development Policy

ULI Urban Land Institute Chicago

Civic Consulting alliance SMART WORK. GREAT CITY.

Rockefeller Foundation Innovation for the Next 100 Years

MetropolitanPlanningCouncil

CHICAGO ARCHITECTURE FOUNDATION

What is Bus Rapid Transit (BRT)?

Bus Rapid Transit (BRT) is a term applied to a variety of bus service designs that provide faster, more efficient and more reliable service than an ordinary bus line. Often this is achieved by making improvements to existing street and traffic signal infrastructure.

Design Elements of Other BRT Systems

- Exclusive Traffic Lanes
- Transit Signal Priority
- Limited Stops
- Boarding Area Amenities
- Real Time Bus Arrival Signs
- Prepaid Boarding
- Streetscaping
- Wide Doors
- Level Boarding Between Bus and Curb

Source: ITDP

Cleveland

Source: Patrick Cashin/MTA

New York City

Western and Ashland Corridors *BRT*

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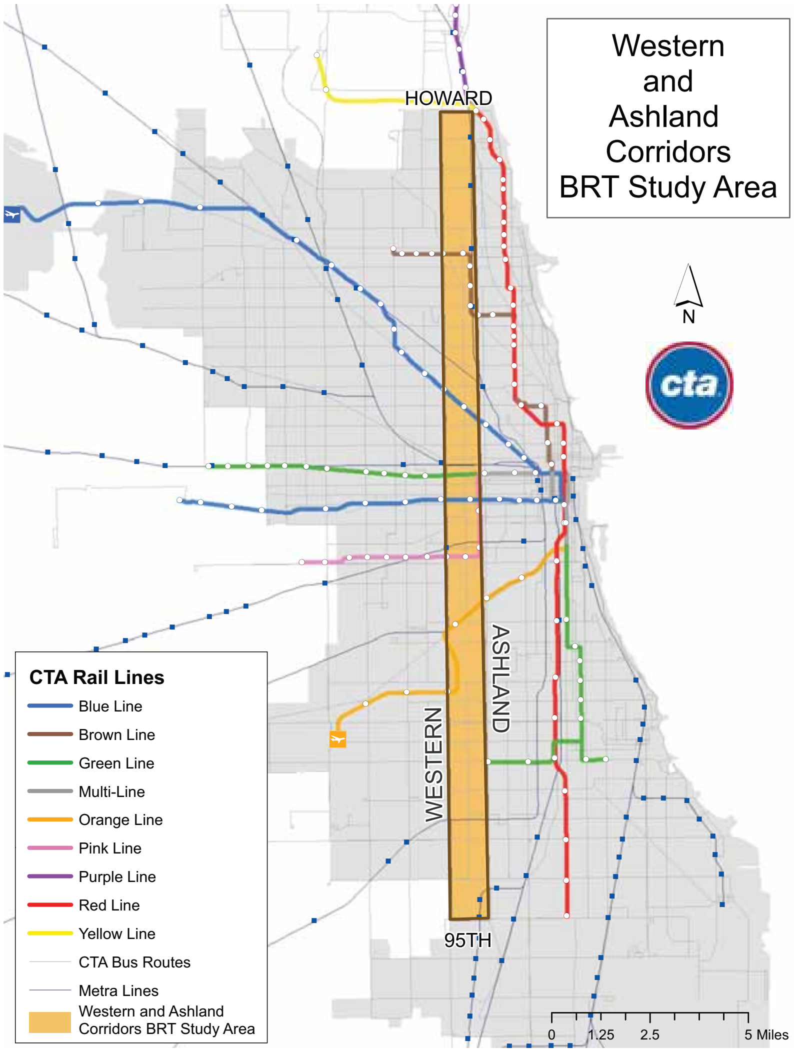
Project Overview

The CTA, in partnership with the Chicago Department of Transportation and the Federal Transit Administration, is performing an Alternatives Analysis planning study as a means of exploring options for a variety of Bus Rapid Transit (BRT) features and service on both Western and Ashland Avenues. This planning study includes analyzing the positive and negative impacts of these BRT options.



The Western and Ashland Corridors BRT study area:

- Is approximately 21 miles long
- Extends along Western and Ashland Avenues, from Howard Street on the north to 95th Street on the south
- Connects to 14 rail lines (8 CTA ‘L’ and 6 Metra)
- Connects to 64 bus routes (58 CTA and 6 Pace)

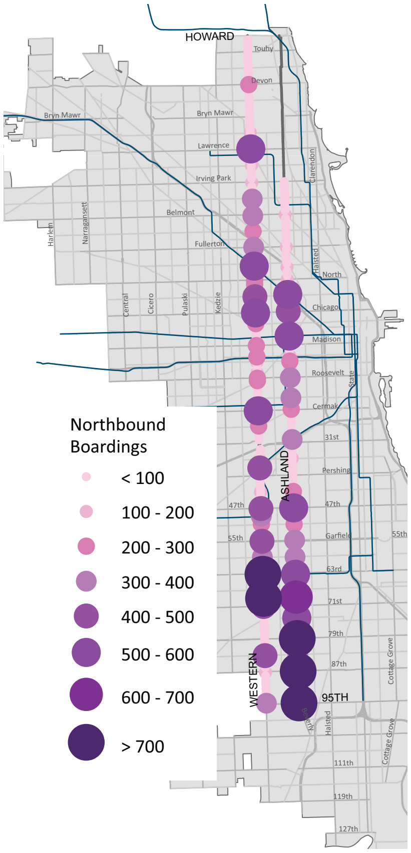
Project Background

2011 Corridor Ridership

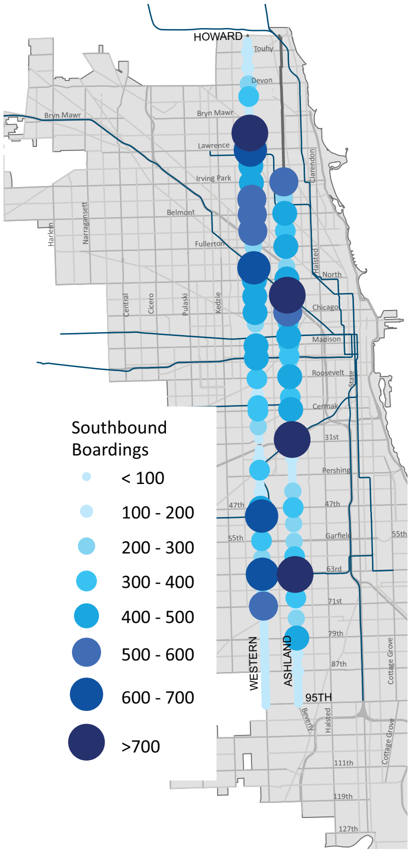
	Average Weekday	Average Saturday	Average Sunday
Western Avenue (Routes #49, #49A, and #49B)	34,855	23,804	17,052
Ashland Avenue (Route #9)	30,816	23,262	16,623

Daily Bus Boardings and Passenger Flow

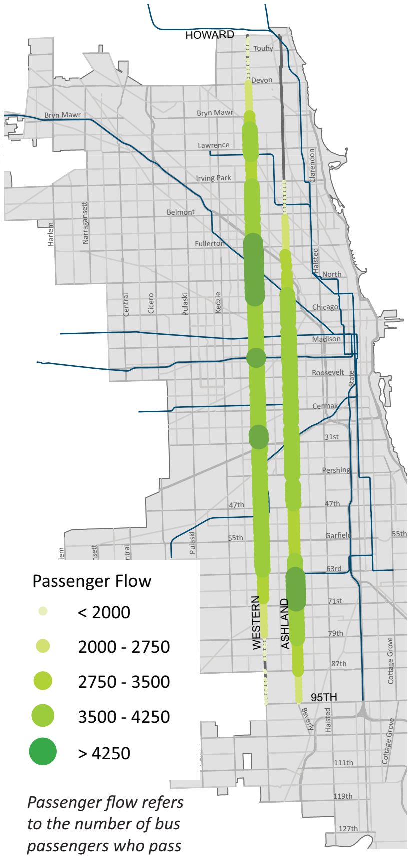
Northbound Boardings



Southbound Boardings



Passenger Flow



Passenger flow refers to the number of bus passengers who pass through a certain point.

Western and Ashland Corridors *BRT*

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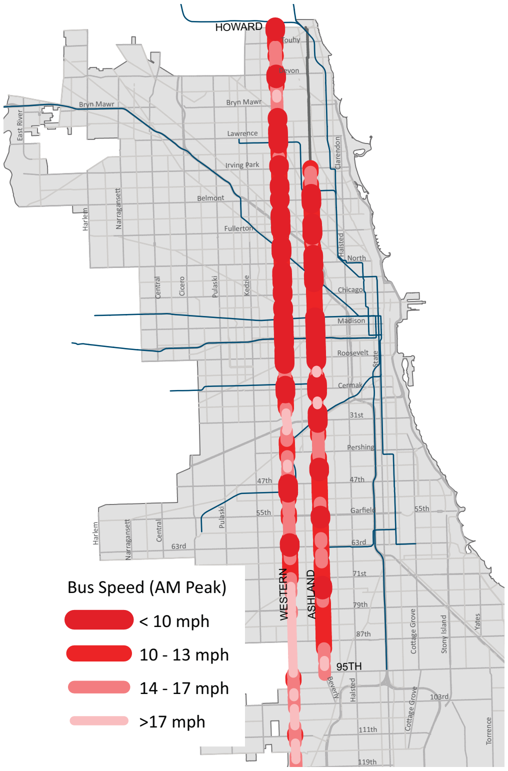
Project Background

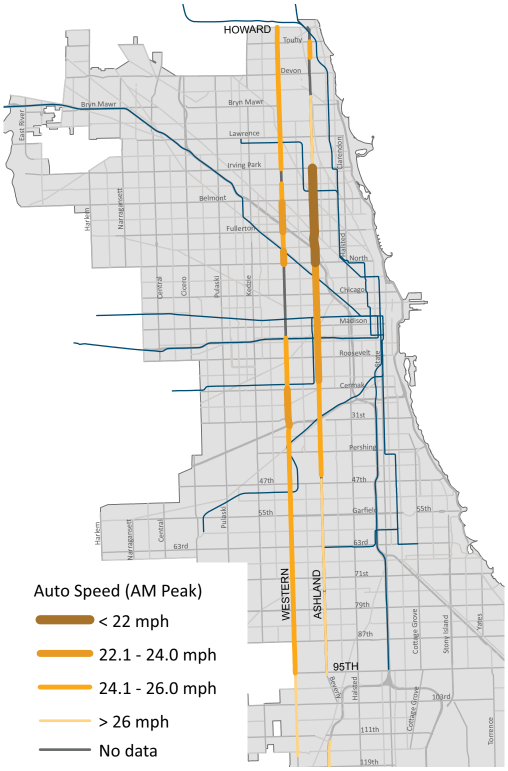
Travel Times

- Western and Ashland are the 2nd and 3rd highest weekday bus ridership routes in the CTA system, but travel is slowed by congestion.
- Traffic bottlenecks occur throughout the corridors.

Bus Speed (AM Peak)



Automobile Speed (AM Peak)



Corridor Characteristics

- Buses are only 1% of the vehicle mix, but carry up to 15% of the people making trips in the corridor.
- Approximately 45,500 commuters in the study area do not have access to a car.

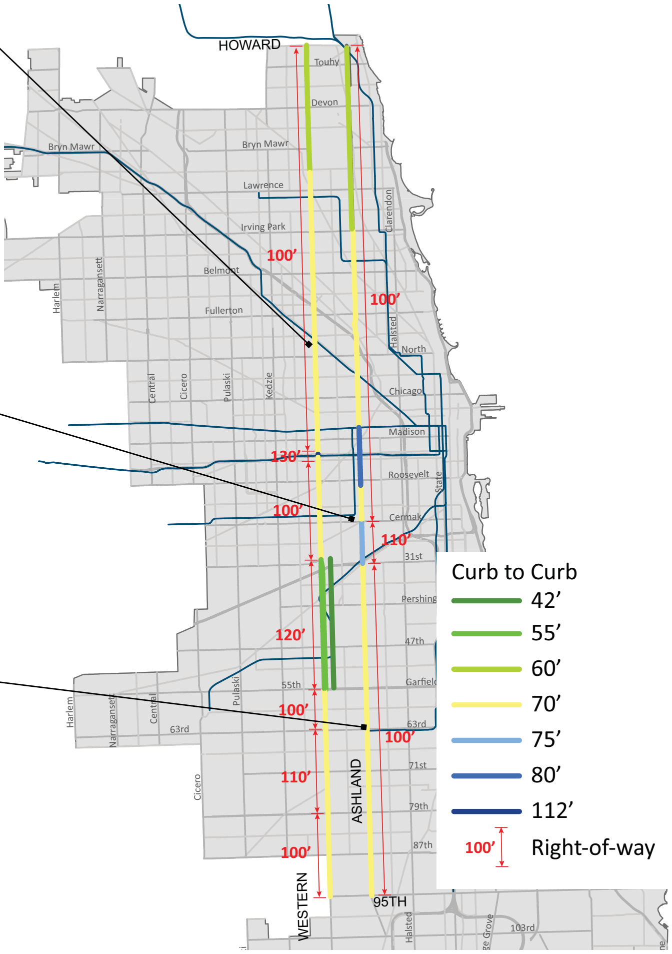
Study Area Characteristics

- Major centers of activity and employment located west of the Loop
- Neighborhoods with high population and employment density
- Communities that would benefit from increased economic development
- Population within the project study area is 677,306
- Employment within the project study area is 187,414
- Both corridors have wide streets and sidewalks (right-of-ways)

High density neighborhoods throughout

Illinois Medical District is a major employer

High density neighborhoods throughout



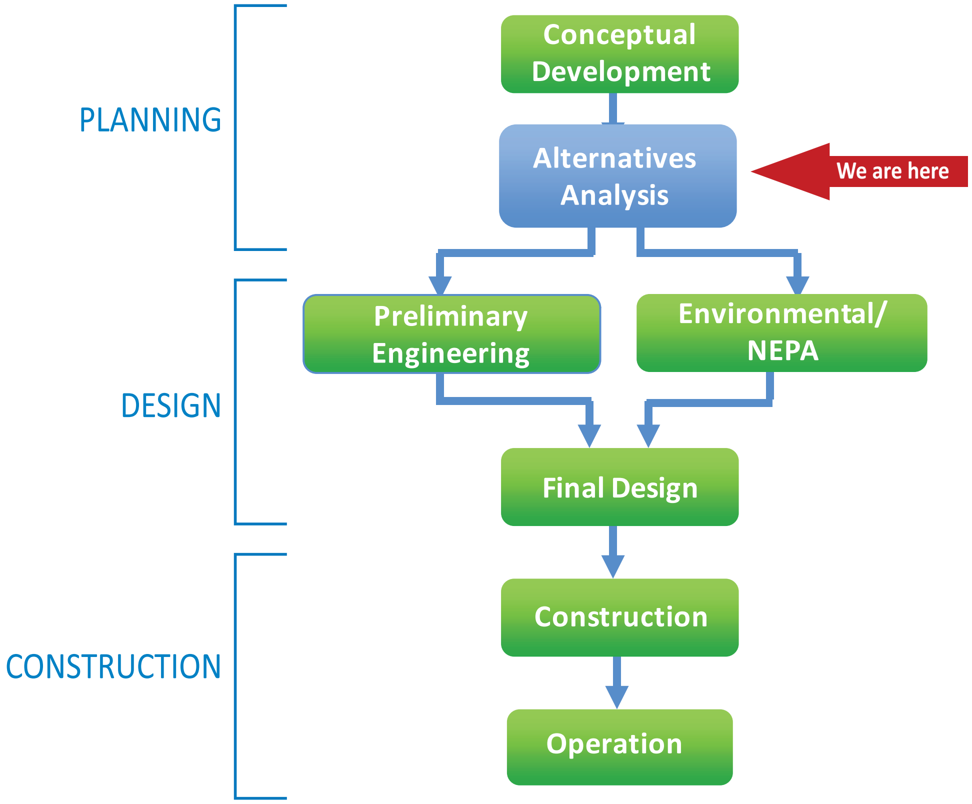
Project Planning Process

Overall Process

- Required by Federal Transit Administration
- Three phases: planning, design and construction

Alternatives Analysis Phase

- Studies the potential impacts of the various project options
- Identifies options or "alternatives" that include different features and service plans



Project Need and Project Purpose

Why is this project needed?

CTA and CDOT are studying these corridors for improvements because:

- Slow bus travel speeds.
- Unreliable bus travel times.
- Large number of transit-reliant customers.
- Existing street design no longer meets corridor travel needs or city transportation and land use policy objectives.
- Non-downtown north/south connections lack a fast transit alternative for long trips.

What is the purpose of this project?

Through this project, CTA and CDOT hope to:

- Strengthen the non-downtown, north-south connections to CTA and Metra's transit network while improving regional, neighborhood and job connectivity.
- Provide a high quality bus travel experience by improving reliability, travel speeds and ease of use.
- Provide a transportation alternative in order to meet city/regional livability and economic goals.
- Balance road design with current and future demand for increased capacity along the corridors.
- Ensure solutions address physical and financial constraints.

BRT and Economic Development

The Chicago Department of Housing and Economic Development (DHED) is conducting a study of these BRT corridors to encourage economic development opportunities, including the following:

The Cleveland Healthline (a 6.8-mile BRT corridor, opened in 2008) is estimated to have contributed between $4-$5 billion worth of investment since it began operations.

City officials from Eugene, Oregon indicated that there is $100 million worth of construction projects underway near the Franklin EmX line (a mile long BRT corridor, opened in 2007)

Source for both: U.S. Government Accountability Office Report GAO-12-811, July 2012

- **Transit Oriented Development (TOD)**

  Coordinate land use policy surrounding proposed BRT stations to increase ridership and attract investment.
- **Pedestrian-focused Design**

  Create design standards for a pedestrian-friendly environment.
- **Placemaking**

  Encourage placemaking around stations by providing shelters, seating, bicycle parking and sharing, and other public amenities.

www.metroplanning.org/work/project/12

Examples of pedestrian friendly environments and placemaking

Example of a typical land use plan that can be applied to a BRT station

www.cityofchicago.org/city/en/depts/dcd

BRT and Complete Streets

CDOT's Complete Streets Modal Hierarchy for Transit Priority Streets

1. **TRANSIT**
2. **PEDESTRIAN**
3. **BICYCLE**
4. **AUTO**

CDOT's new Complete Streets guidelines[*] provide policies to ensure our public right-of-way is safe and designed for all users. BRT on Western and Ashland Avenues is an example of a Transit Priority Street, where transit is prioritized ahead of other modes. BRT improvements will support Complete Streets by including:

- **Pedestrian safety features**
  Improving stations with widened sidewalks, refuge medians, designated crosswalks, and landscaped planters.
- **Transit priority**
  Providing bus-only lanes and improved station features.
- **Bicycle amenities**
  Including bicycle lanes[**] and bicycle parking/improved bicycle access at stations.

Example of a narrow sidewalk (Cermak Road at Wood Street)

Example of a wider sidewalk (Cermak Road at Wentworth Avenue)

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[*] CDOT has adopted a pedestrian-first policy for transportation projects with some adjustments allowed, such as for Transit Priority Streets.

[**] Bicycle lanes are currently provided for these corridors on parallel streets (such as Damen and California Avenues).

Phase I Analysis

In Phase I, several alternatives that fit within the existing street and sidewalks were evaluated based on project goals and objectives. Six options were recommended for further analysis in Phase II.

Public meetings were held on June 12, 13, and 14, 2012 to present the recommended options. More than 105 people attended and 46 written comments were received.

Major themes of public input included:

Comments

- Provide faster and more reliable service
- Provide ADA accessibility
- Center bus lanes could be more visible, faster and easier to interact with existing users
- Include protected bike lane additions
- Economic development opportunities

Concerns

- Reduction in parking availability
- Traffic flow impacts
- Safety issues associated with reducing sidewalk width
- Residential neighborhood disruptions
- Funding
- Enforcement (bus lanes and fare collection)

Western and Ashland Corridors *BRT*

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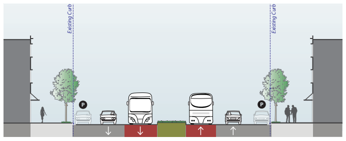
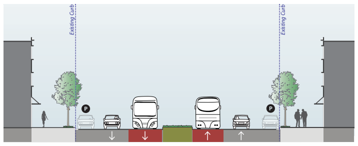
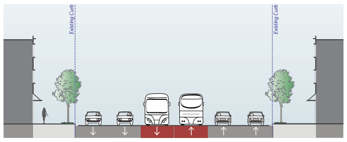
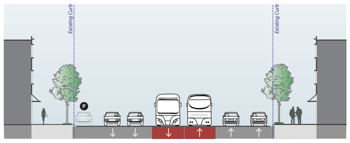
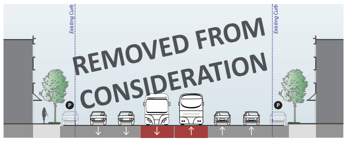
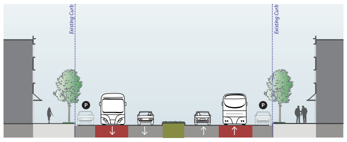
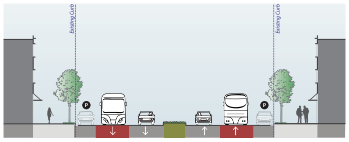
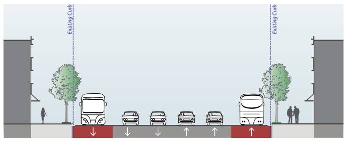
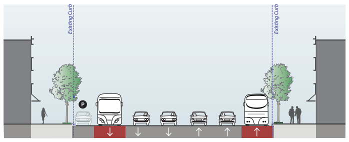
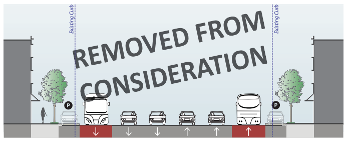
BRT Alternatives

Phase I → Phase II

Phase II includes modified alternatives based on community input and further evaluation of safety and operations, including bus speed, costs, parking, and pedestrian space, among others.

	Phase I Alternatives		Phase II Alternatives
Center Running BRT	 Travel Lane Removal	No Changes	 Travel Lane Removal
	 Parking Removal on Both Sides	*Modified* - Only one side of parking needs to be removed.	 Parking and Median Removal
	 Sidewalk Width Reduction	*Removed* - Reducing sidewalk width was not acceptable and added significant costs.	--
Curbside Running BRT	 Travel Lane Removal	No Changes	 Travel Lane Removal
	 Parking Removal on Both Sides	*Modified* - Only one side of parking needs to be removed.	 Parking and Median Removal
	 Sidewalk Width Reduction	*Removed* - Reducing sidewalk width was not acceptable and added significant costs.	--

Preliminary Phase II Recommended BRT Improvements

Roadway improvements for all alternatives:

- The roadway would be milled and resurfaced to include colored bus lanes.
- Improved streetscaping would be constructed.

BRT Station improvements for all alternatives:

BRT Shelters

Additional Landscaping and Streetscaping

Trash Cans, Custom Signage, Seating etc.

New Traffic Signals

Off-Board Fare Collection

Bus Tracker Signs

Bike Racks

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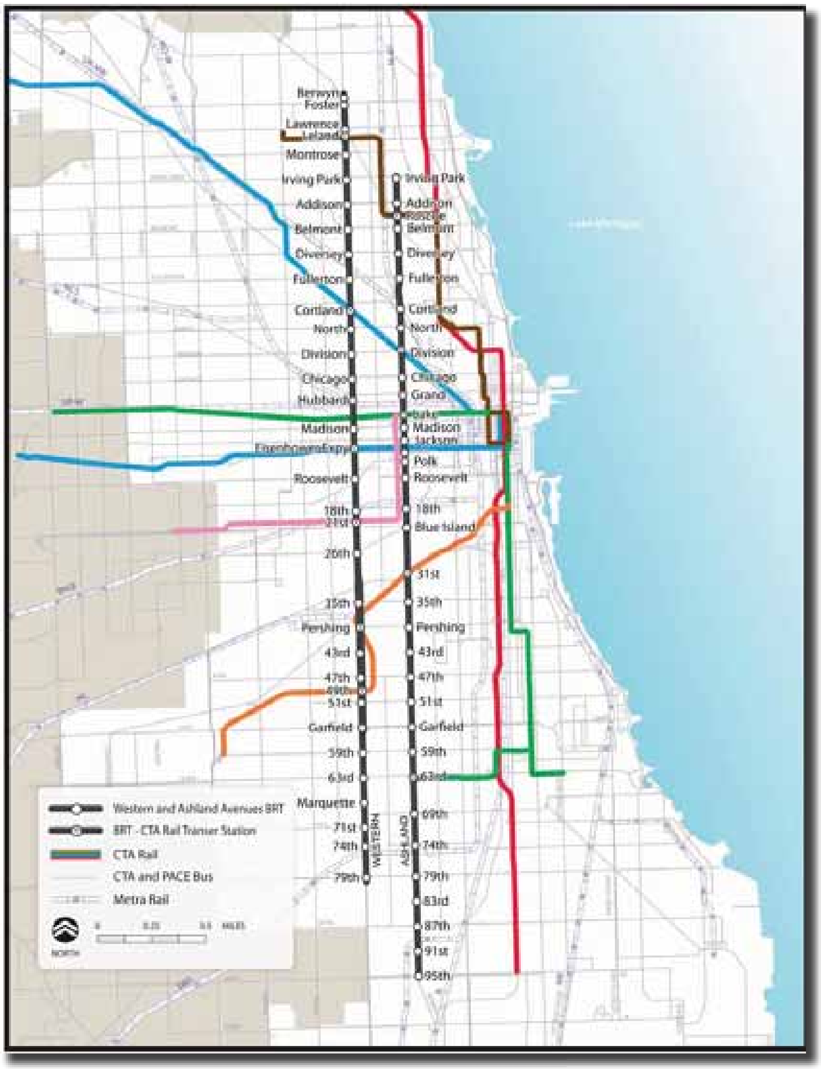
Proposed BRT Station Locations



- BRT stations every ½ mile and at CTA rail stations
- Curbside BRT preferred at stations with CTA rail stations
- Capital improvement extents:
  - Western Avenue:
    Along Route #49 Western, Berwyn Avenue to 79th (16.1 miles)
  - Ashland Avenue:
    Along Route #9 Ashland, Irving Park Road to 95th Street (16.5 miles)

Western and Ashland Corridors *BRT*

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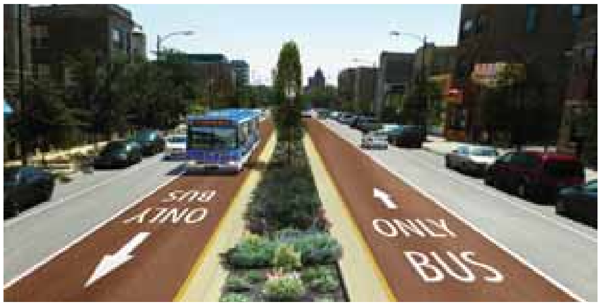
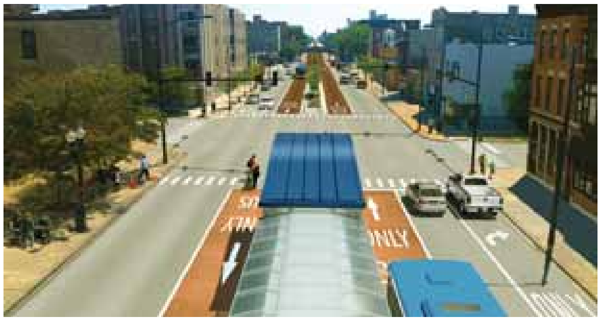
Phase II BRT Configurations

Center Running BRT

Center Running BRT, Travel Lane Removal



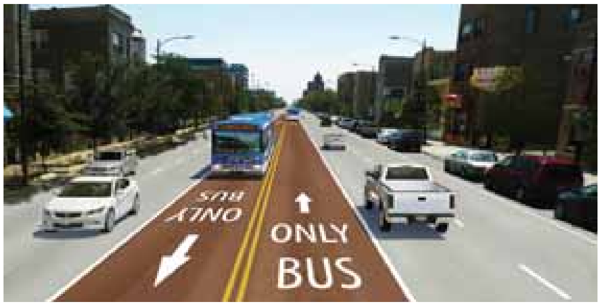
Typical layout between stations



Typical layout at station

- **One** center running bus lane in each direction
- **One** auto travel lane in each direction
- Parking retained on **both sides**
- Left turns **removed**
- **Wider** sidewalks provided at station intersections
- **Landscaped medians** provided

Center Running BRT, Parking and Median Removal



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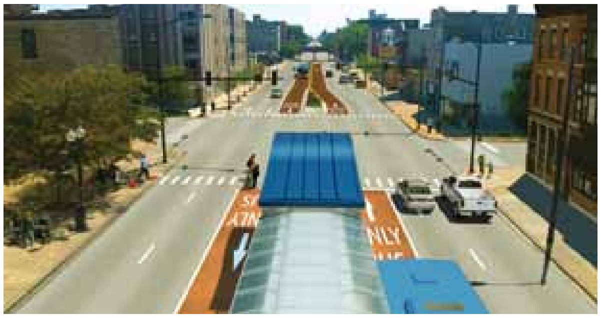


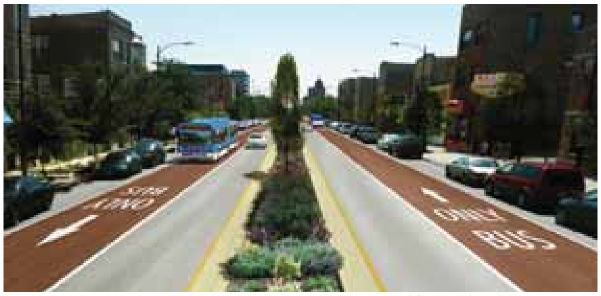
Typical layout at station

- **One** center running bus lane in each direction
- **Two** auto travel lanes in each direction
- Parking retained on **one side**
- Left turns **removed**

Phase II BRT Configurations

Curbside Running BRT

Curbside Running BRT, Travel Lane Removal



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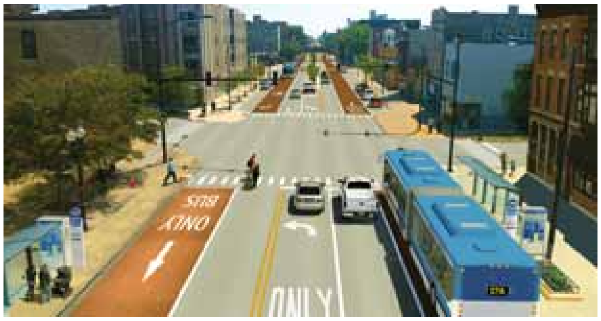

Typical layout at station

- **One** curbside running bus lane in each direction
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- Left turns **retained**
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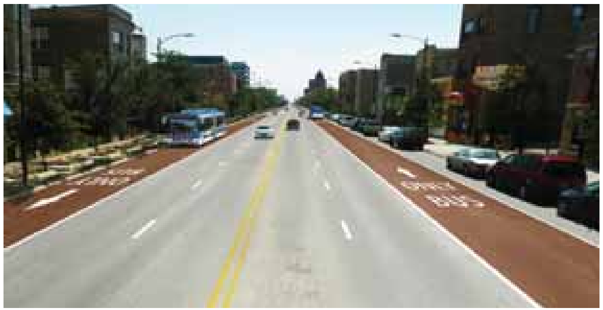
- **Landscaped medians** provided

Curbside Running BRT, Parking and Median Removal



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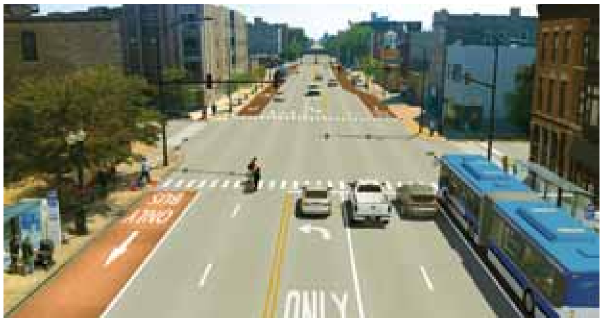

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Western and Ashland Corridors *BRT*

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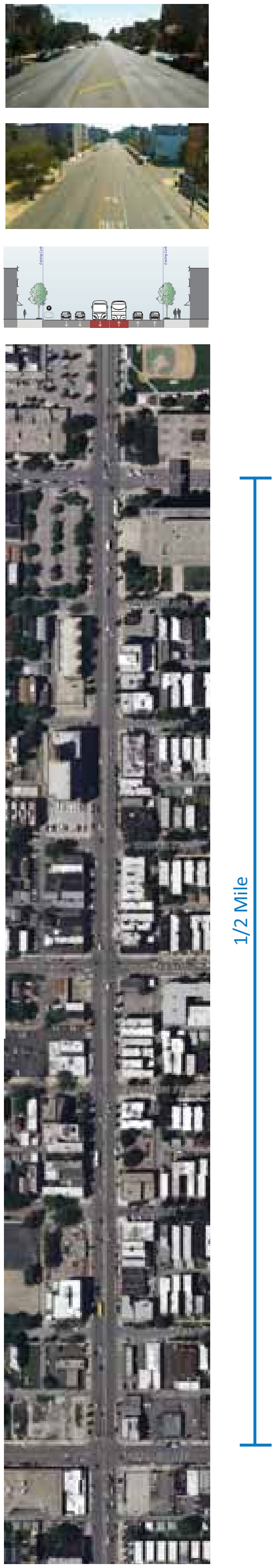
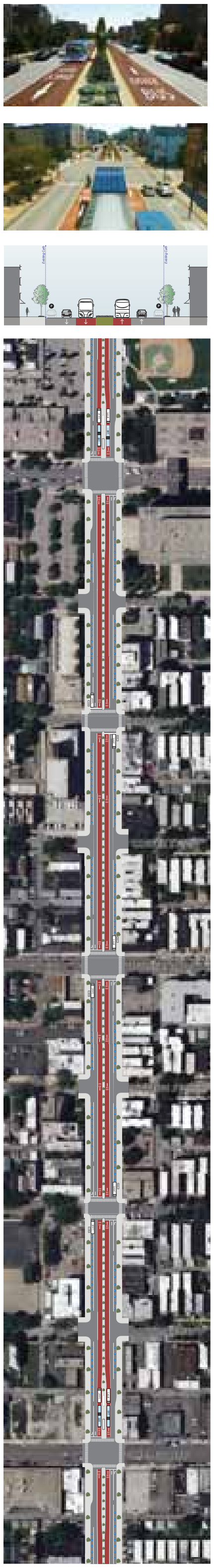
Phase II BRT Configurations

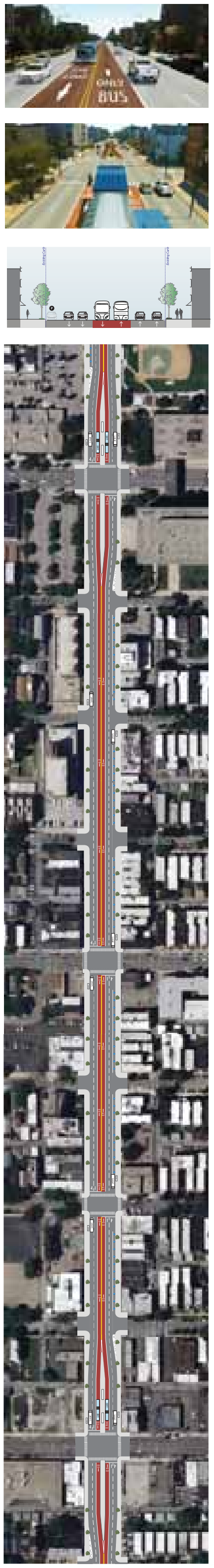
Existing



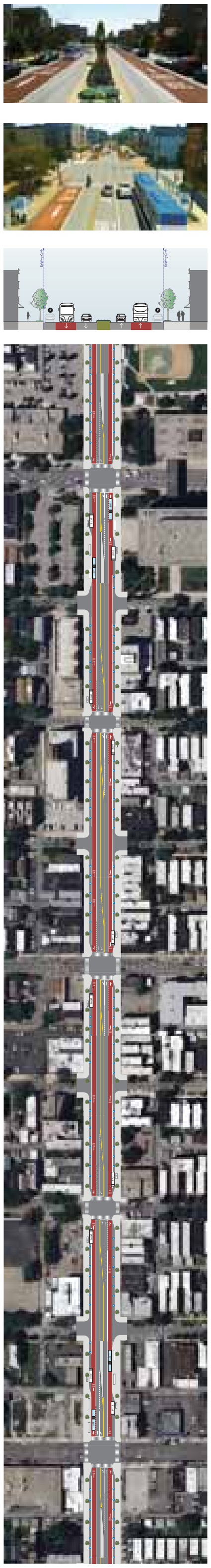
Center, Travel Lane Removal



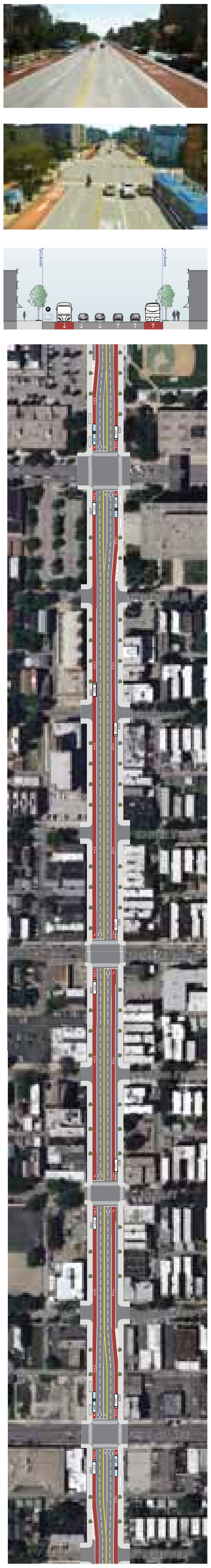
Center, Parking/ Median Removal



Curbside, Travel Lane Removal



Curbside, Parking/ Median Removal



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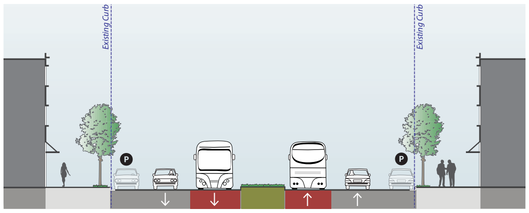
Western Avenue Evaluation

Center Running BRT, Travel Lane Removal

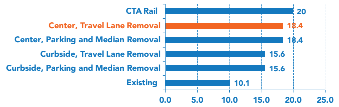


Transportation Changes

Bus Speed

18.4 mph

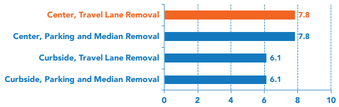
Average bus speed
(82% increase over local bus)



Travel Time

7.8 minutes

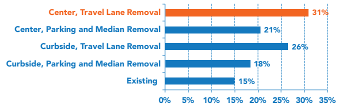
Average time savings per trip compared to local bus



Mode Split

31% transit use

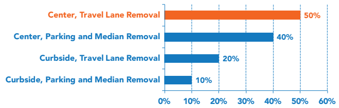
Percentage of daily trips on transit within corridor
(107% increase over existing)



Bus Reliability

50%

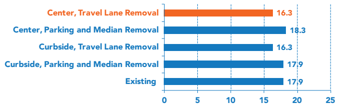
Improvement in bus reliability compared to existing (based on performance indicators from similar BRT projects)



Auto Speed

16.3 mph

Average vehicle speed
(8.9% decrease compared to existing)

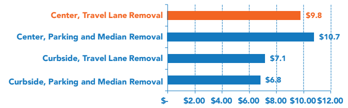


Costs

Infrastructure Costs*

$9.8 million

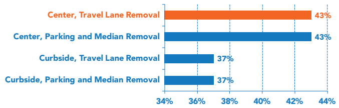
Average cost per mile
($155 Million Total)



Operating Costs

43%

Annual cost efficiency of operating BRT service compared to local bus service

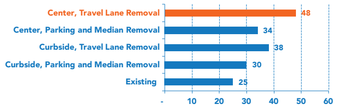


Infrastructure Changes

Pedestrian Space

48 feet

15 to 21 ft sidewalk on each side
12 ft station median
(at station intersections)

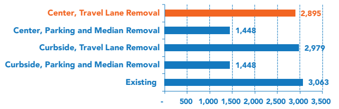


Parking

95%

2,895 of 3,063 parking spaces retained

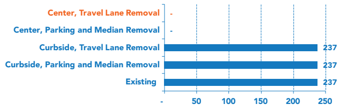
- 237 of 279 paid parking retained
- 74 of 78 loading zones retained



Left Turns

0%

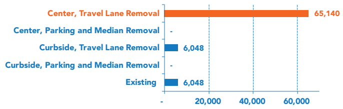
0 of 237 left turns retained at intersections
(0 of 206 left turn lanes retained)



Medians

100% retained and 59,092 feet added

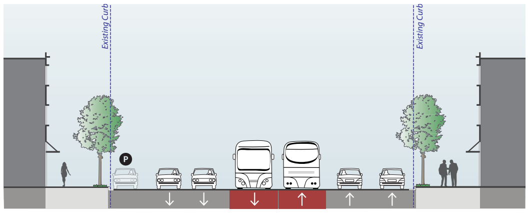
6,048 of 6,048 linear feet of raised medians retained
59,092 linear feet of additional raised medians



*Does not include fleet purchase.

Western Avenue Evaluation

Center Running BRT, Parking and Median Removal

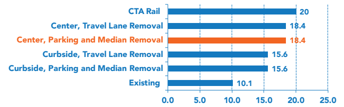


Transportation Changes

Bus Speed

18.4 mph

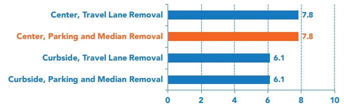
Average bus speed
(82% increase over local bus)



Travel Time

7.8 minutes

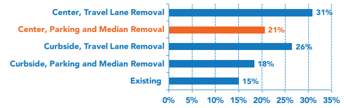
Average time savings per trip compared to local bus



Mode Split

21% transit use

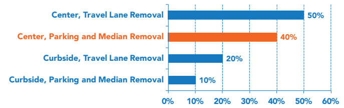
Percentage of daily trips on transit within corridor
(40% increase over existing)



Bus Reliability

40%

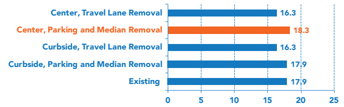
Improvement in bus reliability compared to existing (based on performance indicators from similar BRT projects)



Auto Speed

18.3 mph

Average vehicle speed
(2.2% increase compared to existing)

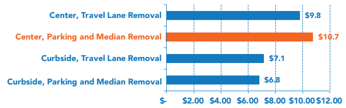


Costs

Infrastructure Costs*

$10.7 million

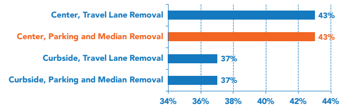
Average cost per mile
($170 Million Total)



Operating Costs

43%

Annual cost efficiency of operating BRT service compared to local bus service

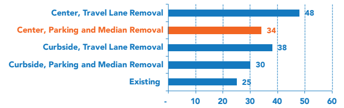


Infrastructure Changes

Pedestrian Space

34 feet

10 ft sidewalk on each side
14 ft station median
(at station intersections)

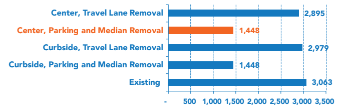


Parking

47%

1,448 of 3,063 parking spaces retained

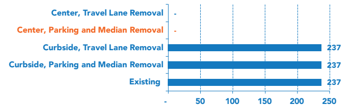
- 101 of 279 paid parking retained
- 49 of 78 loading zones retained



Left Turns

0%

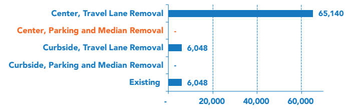
0 of 237 left turns retained at intersections
(0 of 206 left turn lanes retained)



Medians

0%

0 of 6,048 linear feet of raised medians retained



*Does not include fleet purchase.

Western and Ashland Corridors *BRT*

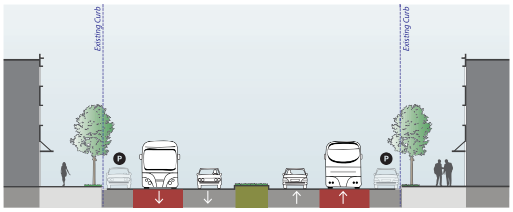
IN PARTNERSHIP WITH

CHICAGO DEPARTMENT OF TRANSPORTATION

Chicago Department of HOUSING and ECONOMIC DEVELOPMENT

Western Avenue Evaluation

Curbside Running BRT, Travel Lane Removal

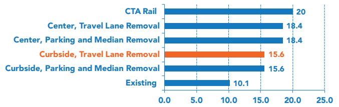


Transportation Changes

Bus Speed

15.6 mph

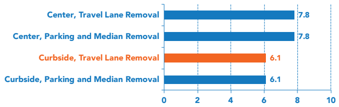
Average bus speed
(54% increase over local bus)



Travel Time

6.1 minutes

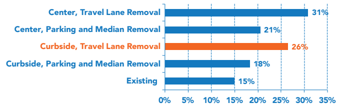
Average time savings per trip compared to local bus



Mode Split

26% transit use

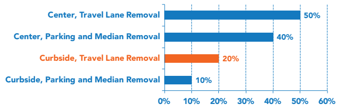
Percentage of daily trips on transit within corridor
(73% increase over existing)



Bus Reliability

20%

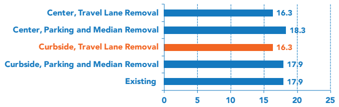
Improvement in bus reliability compared to existing (based on performance indicators from similar BRT projects)



Auto Speed

16.3 mph

Average vehicle speed
(8.9% decrease compared to existing)

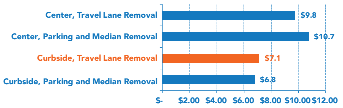


Costs

Infrastructure Costs*

$7.1 million

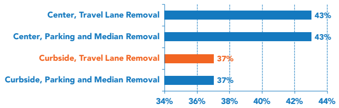
Average cost per mile
($113 Million Total)



Operating Costs

37%

Annual cost efficiency of operating BRT service compared to local bus service

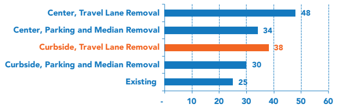


Infrastructure Changes

Pedestrian Space

38 feet

15 to 19 ft sidewalk on each side
(at station intersections)

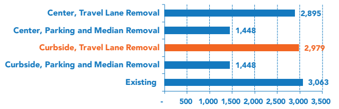


Parking

97%

2,979 of 3,063 parking spaces retained

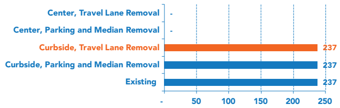
- 258 of 279 paid parking retained
- 76 of 78 loading zones retained



Left Turns

100%

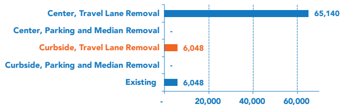
237 of 237 left turns retained at intersections
(53 of 206 left turn lanes retained)



Medians

100%

6,048 of 6,048 linear feet of raised medians retained



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*Does not include fleet purchase.

Western and Ashland Corridors *BRT*

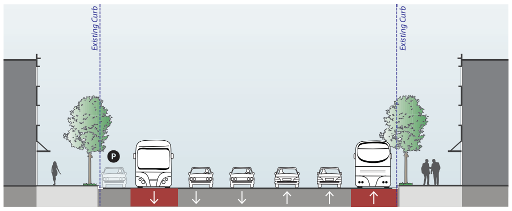
IN PARTNERSHIP WITH

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

Chicago Department of HOUSING and ECONOMIC DEVELOPMENT

Western Avenue Evaluation

Curbside Running BRT, Parking and Median Removal

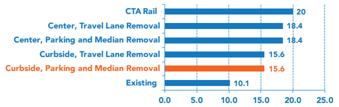


Transportation Changes

Bus Speed

15.6 mph

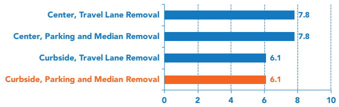
Average bus speed
(54% increase over local bus)



Travel Time

6.1 minutes

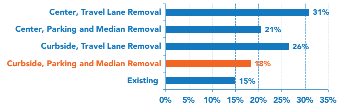
Average time savings per trip compared to local bus



Mode Split

18% transit use

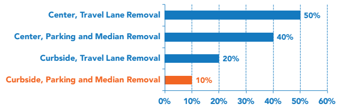
Percentage of daily trips on transit within corridor
(20% increase over existing)



Bus Reliability

10%

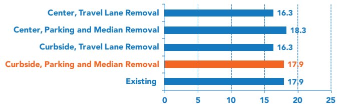
Improvement in bus reliability compared to existing (based on performance indicators from similar BRT projects)



Auto Speed

17.9 mph

Average vehicle speed
(Same as existing)

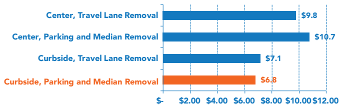


Costs

Infrastructure Costs*

$6.8 million

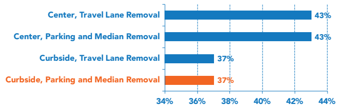
Average cost per mile
($107 Million Total)



Operating Costs

37%

Annual cost efficiency of operating BRT service compared to local bus service

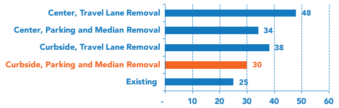


Infrastructure Changes

Pedestrian Space

30 feet

15 ft sidewalk on each side
(at station intersections)

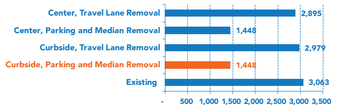


Parking

47%

1,448 of 3,063 parking spaces retained

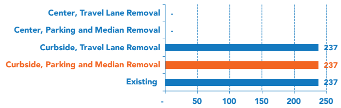
- 101 of 279 paid parking retained
- 49 of 78 loading zones retained



Left Turns

100%

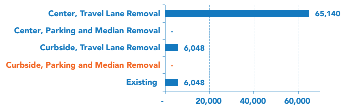
237 of 237 left turns retained at intersections
(53 of 206 left turn lanes retained)



Medians

0%

0 of 6,048 linear feet of raised medians retained



*Does not include fleet purchase.

Western and Ashland Corridors *BRT*

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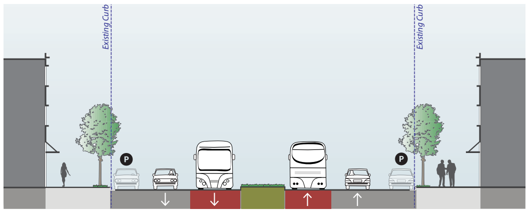
CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

Chicago Department of HOUSING and ECONOMIC DEVELOPMENT

Ashland Avenue Evaluation

Center Running BRT, Travel Lane Removal

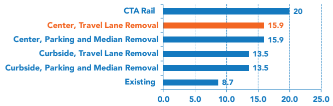


Transportation Changes

Bus Speed

15.9 mph

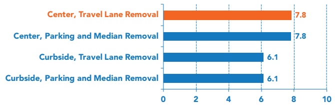
Average bus speed
(83% increase over local bus)



Travel Time

7.8 minutes

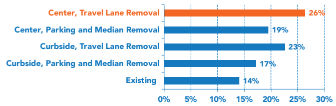
Average time savings per trip compared to local bus



Mode Split

26% transit use

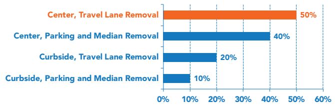
Percentage of daily trips on transit within corridor
(46% increase over existing)



Bus Reliability

50%

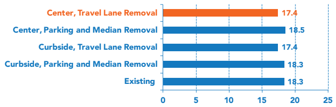
Improvement in bus reliability compared to existing (based on performance indicators from similar BRT projects)



Auto Speed

17.4 mph

Average vehicle speed
(4.9% decrease compared to existing)

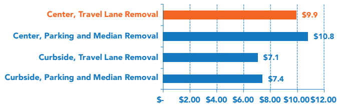


Costs

Infrastructure Costs*

$9.9 million

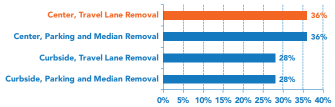
Average cost per mile
($161 Million Total)



Operating Costs

36%

Annual cost efficiency of operating BRT service compared to local bus service

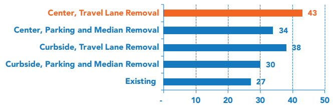


Infrastructure Changes

Pedestrian Space

43 feet

10 to 19 ft sidewalk on each side
14 ft station median
(at station intersections)

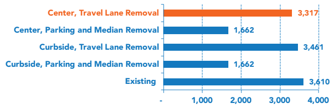


Parking

92%

3,317 of 3,610 parking spaces retained

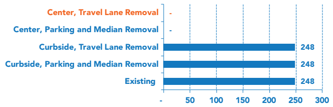
- 459 of 533 paid parking retained
- 87 of 91 loading zones retained



Left Turns

0%

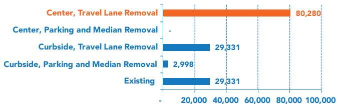
0 of 248 left turns retained at intersections
(0 of 226 left turn lanes retained)



Medians

100% retained and 50,949 feet added

29,331 of 29,331 linear feet of raised medians retained
50,949 linear feet of additional raised medians



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*Does not include fleet purchase.

Western and Ashland Corridors *BRT*

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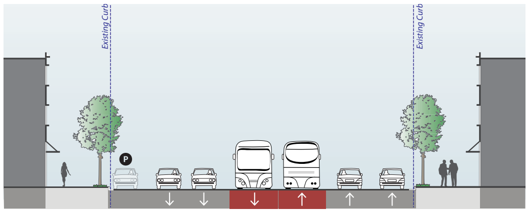
CHICAGO DEPARTMENT OF TRANSPORTATION

Chicago Department of HOUSING and ECONOMIC DEVELOPMENT

Ashland Avenue Evaluation

Center Running BRT, Parking and Median Removal

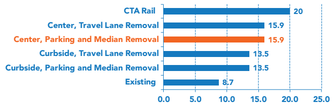


Transportation Changes

Bus Speed

15.9 mph

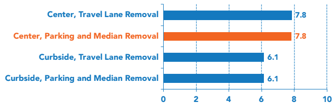
Average bus speed
(83% increase over local bus)



Travel Time

7.8 minutes

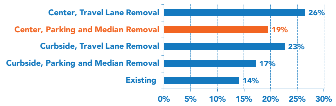
Average time savings per trip compared to local bus



Mode Split

19% transit use

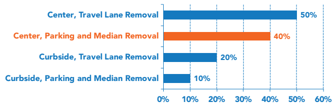
Percentage of daily trips on transit within corridor
(36% increase over existing)



Bus Reliability

40%

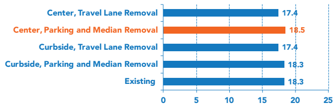
Improvement in bus reliability compared to existing (based on performance indicators from similar BRT projects)



Auto Speed

18.5 mph

Average vehicle speed
(1.1% increase compared to existing)

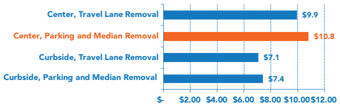


Costs

Infrastructure Costs*

$10.8 million

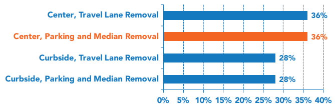
Average cost per mile
($175 Million Total)



Operating Costs

36%

Annual cost efficiency of operating BRT service compared to local bus service

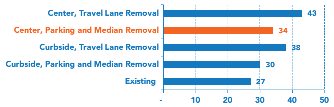


Infrastructure Changes

Pedestrian Space

34 feet

10 ft sidewalk on each side
14 ft station median
(at station intersections)

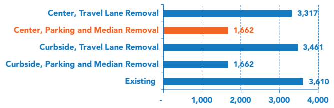


Parking

46%

1,662 of 3,610 parking spaces retained

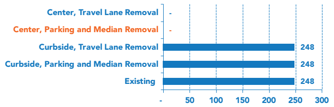
- 191 of 533 paid parking retained
- 56 of 91 loading zones retained



Left Turns

0%

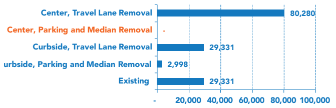
0 of 248 left turns retained at intersections
(0 of 226 left turn lanes retained)



Medians

0%

0 of 29,331 linear feet of raised medians retained



*Does not include fleet purchase.

Western and Ashland Corridors *BRT*

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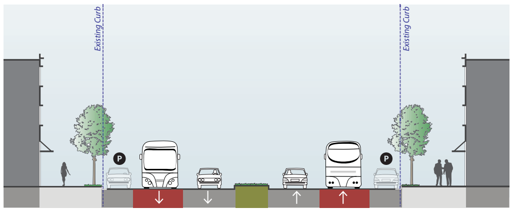
Chicago Department of HOUSING and ECONOMIC DEVELOPMENT

Ashland Avenue Evaluation

Curbside Running BRT, Travel Lane Removal

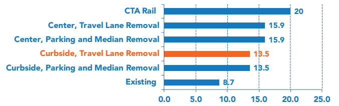


Transportation Changes

Bus Speed

13.5 mph

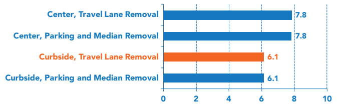
Average bus speed
(55% increase over local bus)



Travel Time

6.1 minutes

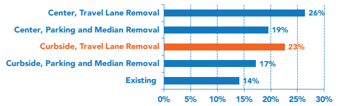
Average time savings per trip compared to local bus



Mode Split

23% transit use

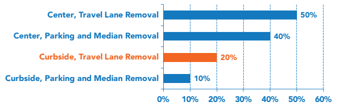
Percentage of daily trips on transit within corridor
(64% increase over existing)



Bus Reliability

20%

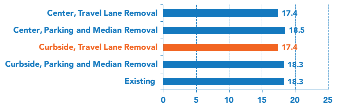
Improvement in bus reliability compared to existing (based on performance indicators from similar BRT projects)



Auto Speed

17.4 mph

Average vehicle speed
(4.9% decrease compared to existing)

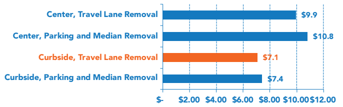


Costs

Infrastructure Costs*

$7.1 million

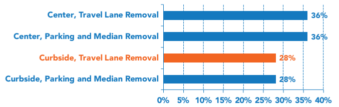
Average cost per mile
($115 Million Total)



Operating Costs

28%

Annual cost efficiency of operating BRT service compared to local bus service

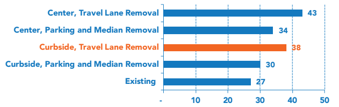


Infrastructure Changes

Pedestrian Space

38 feet

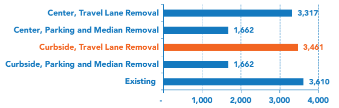
15 to 19 ft sidewalk on each side
(at station intersections)



Parking

96%

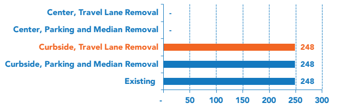
3,461 of 3,610 parking spaces retained
- 496 of 533 paid parking retained
- 89 of 91 loading zones retained



Left Turns

100%

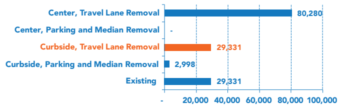
248 of 248 left turns retained at intersections
(58 of 226 left turn lanes retained)



Medians

100%

29,331 of 29,331 linear feet of raised medians retained



*Does not include fleet purchase.

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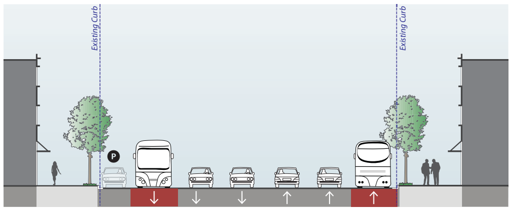
Ashland Avenue Evaluation

Curbside Running BRT, Parking and Median Removal

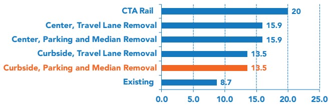


Transportation Changes

Bus Speed

13.5 mph

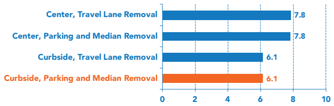
Average bus speed
(55% increase over local bus)



Travel Time

6.1 minutes

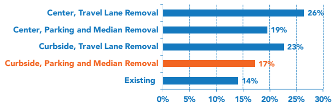
Average time savings per trip compared to local bus



Mode Split

17% transit use

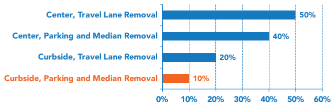
Percentage of daily trips on transit within corridor
(21% increase over existing)



Bus Reliability

10%

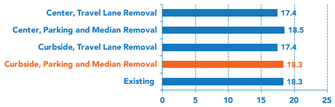
Improvement in bus reliability compared to existing (based on performance indicators from similar BRT projects)



Auto Speed

18.3 mph

Average vehicle speed
(Same as existing)

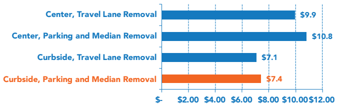


Costs

Infrastructure Costs*

$7.4 million

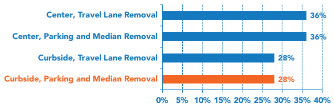
Average cost per mile
($120 Million Total)



Operating Costs

28%

Annual cost efficiency of operating BRT service compared to local bus service

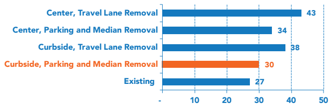


Infrastructure Changes

Pedestrian Space

30 feet

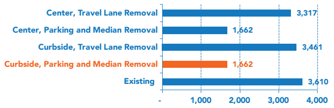
15 ft sidewalk on each side
(at station intersections)



Parking

46%

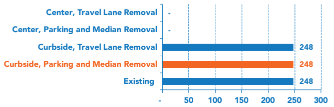
1,662 of 3,610 parking spaces retained
- 191 of 533 paid parking retained
- 56 of 91 loading zones retained



Left Turns

100%

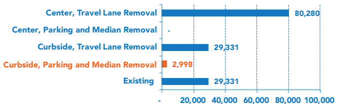
248 of 248 left turns retained at intersections
(58 of 226 left turn lanes retained)



Medians

10%

2,998 of 29,331 linear feet of raised medians retained



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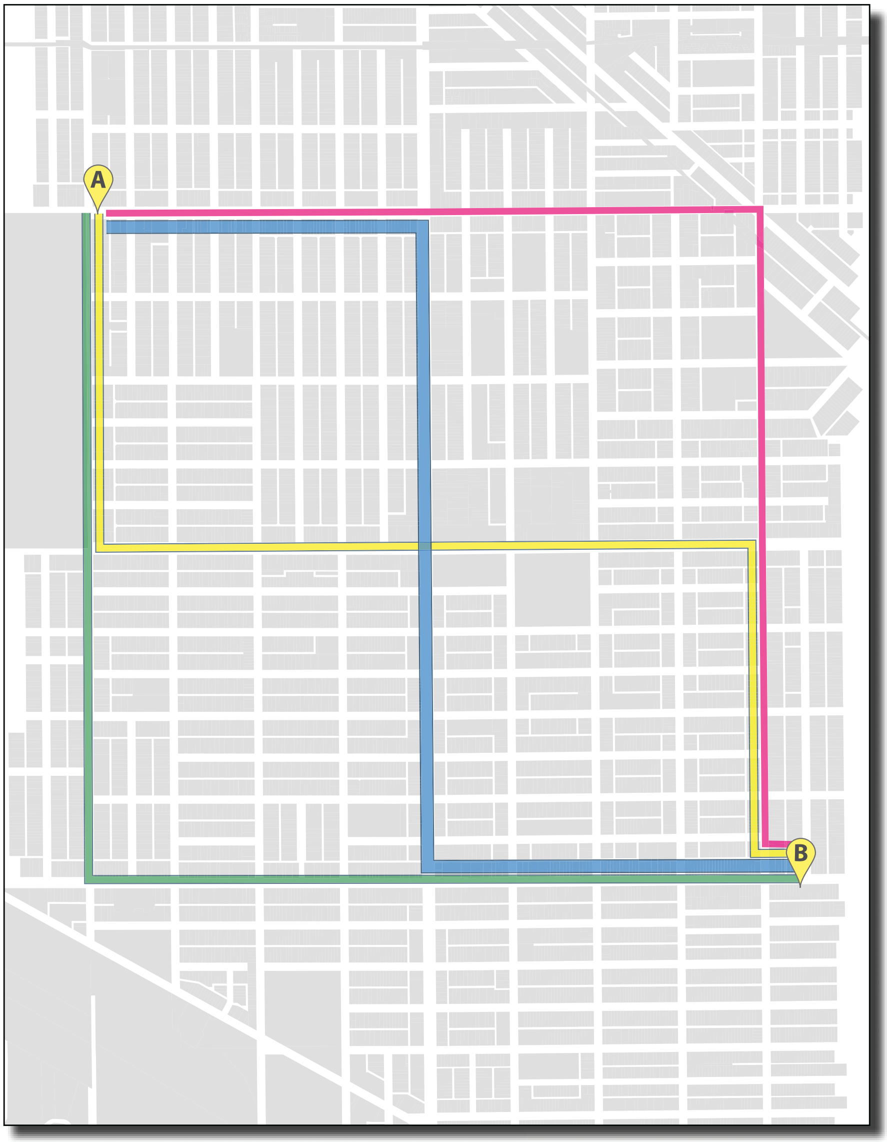
*Does not include fleet purchase.

Chicago's Grid System

A high-level evaluation of corridor and city-wide traffic impacts was conducted to determine the effects of implementing the Travel Lane Removal BRT alternatives on Western and Ashland Avenues.

- The evaluation confirmed that the Chicago grid network is robust and provides multiple routes to the same destination.
- The grid network is designed to handle shifts in traffic patterns and results in limited impacts to local streets.



Chicago's grid network provides multiple routes to the same destination. A detailed traffic analysis will be conducted in Preliminary Engineering to mitigate potential intersection-level traffic issues.

23%
23% of the land in the City of Chicago, such as
streets
and alleys
is found in the public right of way

Next Steps and Future Analyses

Public comments will be reviewed and a preferred alternative will be selected and presented to the public by winter 2012/2013. The detailed design and environmental phases will begin once the preferred alternative is selected. This will include:

Phase	Tasks

Detailed Design/ Engineering	• Stations
	• Between Stations
	• Traffic Engineering
	• Mitigation
	  • Traffic Operations
	  • Pedestrian Safety
	  • Parking and Loading Zones

Environmental	• Understand and quantify environmental effects of the preferred alternative • Identify options to avoid, minimize, and mitigate environmental impacts
Operating Plan	• BRT Operations • Local Bus Operations
Financial Plan	• Construction Costs • Operating Costs • Funding

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Project Schedule

Task	Estimated Date
Review Comments from Public Open House Meetings	Fall 2012
Complete Alternatives Analysis	Winter 2012/13 **We Are Here**
Present Preferred Alternative to the Public	Winter 2012/13
DHED Land Use and Policy Study	Winter 2013 to Winter 2014
Conduct Detailed Design/Engineering and Environmental Phases	Winter 2013 to Winter 2014

Conceptual Rendering of a Center BRT Station

Conceptual Rendering of a Curbside BRT Station

Stay Involved!

To submit comments tonight, fill out a comment card and place it in the box provided.

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Chicago Transit Authority
Western and Ashland Corridors Bus Rapid Transit
What's New?

Mail:

Chicago Transit Authority
Strategic Planning & Policy, 10th Floor
Attn.: Joe Iacobucci
567 W. Lake Street
Chicago, IL 60661-1465

E-mail: westernashlandbrt@transitchicago.com

Web: To learn more about this project visit

www.transitchicago.com/westernashlandbrt

To learn more about Bus Rapid Transit in Chicago, including other projects and events visit www.BRTCHICAGO.com

Ask Us About Your Neighborhood